



WEATHER
Fair tonight and
probably Friday.
No change in
temperature, gen-
tly winds mostly
northeast except
moderately to
fresh on the
coast.

VOL. XLIII, No. 220.

PERTH AMBOY, N. J., THURSDAY, JULY 19, 1923.

THREE CENTS Eighteen Cents a Week
Delivered by Carrier

**FINAL
EDITION**

Strike Action Tonight By Public Service Trolley Men

ENGINEER IS KILLED IN CARTERET WRECK

BUS SERVICE SEEMS SOLUTION AS TROLLEY CARS END SERVICE

Perth Amboy, South Amboy, Cliffwood, Matawan, Keyport, Morgan, Etc., Have Conferences to Provide for Transportation Facilities When Carts Stop

The Evening News has made a survey of the municipalities affected by the discontinuation of trolley service over the Jersey Central Traction Company lines on July 28 and here with prints a synopsis of the plans for future transportation between these places.

Perth Amboy's stores attract many shoppers from points through which the Jersey Central trolley line runs and the discontinuation of this line will be keenly felt by local merchants if some other means of transportation is not furnished.

Mayor Wilson, realizing what the trolley line means to Perth Amboy's merchants, has announced his willingness to do anything which will make possible the maintenance of transportation between these places and Perth Amboy. "I feel that the bus will be able to care for this situation," the mayor said. He declared that trolley buses with flanged wheels, capable of running on the tracks of the trolley company would be the real solution of the problem as they would be free to run independent of the amount of traffic on the road.

Mayor Clark, of Sayreville, told the Evening News this morning that residents of Morgan Heights have appeared before the council body on previous occasions and favored the inauguration of a bus line running on the main highway. The taxpayers complained that the trolley service was not satisfactory and in accordance with the wishes of the majority of residents the council awarded James Douckaz a franchise to run four buses within the Sayreville territory and authorized the borough clerk to issue the bus license at once. Mr. Douckaz, through his attorney, James A. Lovely, was told to operate the buses at once if he was prepared to and according to the Mayor service may be started without further delay.

Charles L. Steuerwald, of Perth Amboy, head of the real estate agency which is developing the Morgan beach property declared that he was in favor of discontinuance of the trolley line. He believed that "the move was a good one." He recommended that the state highway take over the strip of road occupied by the tracks of the trolley company and by widening that main thoroughfare which runs along the beach from Morgan to Keyport, and sea shore points would relieve the present traffic congestion. By the acquisition of the track land by the state would a state highway be created, and Morgan, Mr. Steuerwald said and provide a delightful boulevard for motorists. He also said that a bus service between Morgan, Amboy and Keyport would all the wants of the people. "People want to ride on rubber these days and not on steel," Mr. Steuerwald concluded.

Morgan Prefers Buses
MORGAN, July 19.—The abandonment of the Jersey Central Traction Company lines on July 28 will affect seriously the residents of this district in the opinion of summer visitors who spend the summer months at the Morgan beach. They admitted that the trolley was convenient but expressed that a bus line passing Morgan would be preferred.

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Cliffwood Takes Action
CLIFFWOOD, July 19.—The Matawan township committee, like other municipalities, is busy solving the transportation problem for their residents following the abandonment of the present trolley line. J. L. Stenler, chairman of the township committee told the reporter of the Evening News over the telephone this morning that the committee has been actively engaged for some time in getting the necessary passenger service to replace the trolley. When the Jersey Central Traction Company announced its plan to give up the line, Mr. Stenler said, the committee has been busy looking for ways and means to bring about a new transportation service. At a recent meeting of the township committee, Mr. Stenler said applications were received from bus operators desiring to run a bus line from Freeport to Keyport, but no decision on the granting of a franchise has been reached. Mr. Stenler informed the reporter that the township committee is working in co-operation with the Matawan borough council and at the meeting of the latter body scheduled to be held next Tuesday tentative plans for a bus line will be adopted.

The township official further said that no application has been received for a bus line which would pass through Cliffwood on the main highway, but believed that Cliffwood would be taken care of by the line which is contemplated between Perth Amboy and Keyport.

Matawan Council To Act
MATAWAN, July 19.—Mayor William H. Sutphin today announced that no one need become unduly excited concerning the means of transportation when the Jersey Central Traction Company ceases operation on July 28, as already two different parties are seeking permits to operate buses. One of them is the Rollo Transportation Company, May-Rollo, which declared the prospects are that the borough will have a five cent fare, instead of the eight cent fare now charged by the Traction Company.

At the council meeting next Tuesday night, Mayor Sutphin said, the matter will be taken up and probably permits for the operation of the buses in the borough granted.

P. A. Hardware for Tents Goods.

Trolley Men's Plea Denied

Will Meet Tonight to Act on Company's Refusal to Grant Their Demands

OF 30 PER CENT. RAISE

McCarter Says it is Financially Impossible for Company to Meet Men's Demands

NEWARK, July 19.—Thomas N. McCarter, president of the Public Service railway company, refused a meeting today with William Wepner, who represents the trolley men's union, and Mayor Briedenbach who requested the meeting and at the same time made the proposal of sitting in as a representative of the Public.

John O'Toole, vice-president of the company, said that the reason for refusing the meeting today was that the request was made on too short notice. It was said, however, that the refusal to meet today does not mean that the company is closed to meetings later.

NEWARK, July 19.—Public Service Railway Company trolley men employed on the Newark lines will meet tonight to act on the refusal of the company to grant their demands for a 30 per cent wage increase and a six day week. The meeting originally was scheduled for tomorrow night but was changed to tonight.

Thomas H. McCarter, president of the company in a long letter submitted at a conference between company officials and union representatives three days ago said it was financially impossible for the company to grant the men's demands and suggested the men enter a new five year contract with the company under the terms and conditions now existing.

It is generally believed by the traction men that the Newark men will not renew their contract but will follow in the footsteps of the Elizabeth and Jersey City employees.

Although the trolley men reject the proposition, it will not necessarily mean a strike, road officials point out. The company normally operates from 1,500 to 2,000 cars over 996 miles of tracks, the union officials say, but at the present time the company is operating only a little more than 2,000 cars even during rush hours. William Wepner, chairman of the trolley union's joint committee, declares this labor shortage is a strong argument for arbitration by the company.

In their demands, the men are seeking to be paid for the time they now put in in the company service for which they are not paid. Mer starting on a run must report ten minutes before the run schedule in order to see that the cars are in proper condition, the labor head said. Also at the end of the day the conductors often are compelled to stand in line for fifteen minutes or more before they can "cash in." They get no allowance for that time, according to the men, comes when a crew finishes a day's work and has to make an extra trip. They often have to wait at the barns for two hours or more before taking out the cars. They are seeking to be paid for this "waiting time."

There are about 6,000 trolley men who will be made idle in the event of a strike. Union officials say. Twenty-two hundred of these men are employed in Essex county. Of the 6,000 those affiliated with the Union number 4,500 while from 1,500 to 1,800 are shop and line men.

Notice
We wish to inform our friends and patrons that during the months of July and August, we will be closed all day Sunday.

J. A. LESSLAUER
75 Smith Street

First Installment Today of "The Yellow Seven," Thrilling Mystery Story of Love and Adventure

Captain John Hewitt—Commissioner of Police at Jerselton—sprang to his feet and extended a welcoming hand to a stout, elderly Chinaman pausing on the threshold. Monica Viney, delightfully at ease in a cane chair, raised her eyes from her book to observe the newcomer. His attire seemed to be a western fashion, for he wore a white suit, black boots with elastic sides. Across his chest stretched a gold watch-chain, the links of which were peculiarly massive and the third finger of his left hand displayed a ring set with a large green stone.

"You sent for me," he announced with a harsh intonation that, for some reason, struck terror into her soul.

"That's right," agreed the commissioner cordially. "Come in and sit down. This is my sister, Mrs. Viney. Monica, I want to introduce you to the wealthiest and most respected Chinese gentleman on the island—Mr. Chai-Hung."

"How do you do?" murmured Monica sweetly. She was about to rise when a movement of the Chinaman's hand checked her.

"Please don't move Mrs. Viney. I cannot tell you how delighted I am to make your honored acquaintance. I understand you arrived in Borneo only a short time ago."

Monica flushed.

"I came from Singapore three days ago—in the Japanese," she replied. "It was a wonderful trip. I was practically the only passenger in the first class saloon."

Chai-Hung lowered himself into a chair.

"Practically?" he echoed.

"Why yes. There was only myself—and a Mr. Pennington."

Hewitt looked up sharply.

"Of course you'll stop to tea, Mr. Chai-Hung?"

The Chinaman shook his head slowly.

"I never take tea, at least not what you western people term tea. My portion, me, I know, I say that on national beverage suffered considerably when it came into your hands. You diluted it with milk—and spoiled it with sugar!"

The commissioner crossed his legs and held his cigar case toward his guest.

Chai-Hung helped himself.

Hewitt slipped each of his pockets in turn, accepted the Chinaman's box of matches, lit Chai-Hung's cigar, then turned his attention to his own. With blissful unconcern, he dropped the box into his tunic pocket.

Monica, keenly observant, watched with amused interest the almost pathetic expression with which the Chinaman followed the cool annexation of his property. A ripple of laughter escaped his lips.

"Didn't you know that?" she demanded. "I thought everybody didn't believe he ever bought matches in his life. Jack, give Mr. Chai-Hung his matches."

The Chinaman shrugged guiltily.

"By Jove! I'm frightfully sorry. I hadn't the least intention!" He handed them back.

(Continued on Page 10)

Work of City Hospital Told at Lions' Lunch

Mrs. Frank Parsons, superintendent of the Perth Amboy City Hospital, was the speaker today at the weekly luncheon of the Lions Club in the New Pack House. Jacob M. Klein was chairman of the meeting.

Mrs. Parsons gave a very interesting talk on the work at the hospital and what it meant for the public at large and also for the industries. On account of the fact that the city is composed largely of factory employees, Mrs. Parsons told how both the minds of the employees and employer are resting easy as they know that should an accident occur they have a hospital here which is equipped to care for any case.

Mrs. Parsons told of the great pride taken in the Alumni Association which now has forty members. She also impressed upon the members of the club the benefits that are being derived by the nurses from their new home which is as well equipped as any in the state. She also referred to the co-operation shown between the members of the medical profession and how the auxiliary staff recently formed relieves the strain of the staff physicians and also gives the auxiliary physicians an opportunity to follow up their own cases.

The work of the Ladies' Auxiliary was also highly spoken of by Mrs. Parsons, and the way in which the auxiliary has raised funds has been greatly appreciated. With the aid of the auxiliary it is expected that the hospital will be better equipped than ever before.

It was suggested that the club hold one of its weekly luncheons at the hospital in the near future and upon the invitation such a luncheon will probably be held within the next six or eight weeks.

Barly Injured in Explosion

Local Man Finds Shell at Morgan—Blew Up While He Was Handling it

John Brown, nineteen years old, of Lewton place, this city is at the South City Hospital in a critical condition as the result of an explosion of shell that he was handling on Monday near Morgan. Brown had found the shell, which is believed to have been one left from the big explosion at the Morgan Ordnance plant of the government in October 1918. He was taken to the hospital under the care of Dr. E. H. Euhner, of South Amboy. A piece of the shell entered the young man's abdomen and an operation was performed by Dr. Frank C. Henry, Jr., of this city yesterday afternoon in an effort to save his life.

Just what caused the explosion of the shell or how he came upon the mine which he is said to have found down near the creek could not be learned. At the hospital this morning it was said that the young man was in a serious condition.

Church Robber Steals St. Mary's Money

Monsignor William P. Cantwell of St. Mary's church this morning reported to the police that something between eight last night and seven this morning a sneak thief had entered the church premises and ransacked the small safe which is situated in the church near the altar. According to the report quite a sum of money in small change was taken from the safe, which had been moved to the rear of the church and broken open.

Detective Murray was assigned to investigate the robbery and it is his theory that someone had probably hid in the church before 8 o'clock when a mass was held, and then taken the contents of the safe at their leisure. Murray failed to find any broken windows or doors jammed. A small hammer was found near the safe and was the only clue picked up by the detective.

To Whom It May Concern:
My wife, Helen Siover Dill, having left my bed and board, I will not be responsible for any debts contracted by her.

HERMAN V. DILL
26617-7-19-23

Atwater Kent Ignition for Ford, \$10.50
at Garretson's 26504-7-19-23

Flyer Passes Over This City

Lieut. Maughan Reported at Joseph, Mo., at 11:22 Central Time

HAS COVERED 1130 MILES

Hopes to Reach San Francisco Before the Sun Sets Tonight

Lieutenant Russell L. Maughan, the army aviator who left Mitchell Field, New York at 5:08, daylight saving time, was heard passing over Perth Amboy several minutes later. The plane, flying low because of the fog, was only about 100 feet in the air, according to William V. Garretson, local aviator, who heard the Maughan plane and quickly arose to try and locate it. According to Garretson the motor of the plane could easily be distinguished from that of an ordinary aircraft owing to the loud throbbing denoting the power being exerted in driving the machine at a speed of anywhere up to 200 miles an hour.

Flyer Reaches St. Joseph, Mo.
ST. JOSEPH, Mo., July 19.—(By The Associated Press).—Carrying a bundle of today's New York morning newspapers, which he hopes to sell in San Francisco this evening, Lieutenant Russell L. Maughan, army aviator, landed at St. Joseph, Mo., at 1:25 A. M. central standard time, thus completing the second leg of his transcontinental hop.

He landed smoothly and his stride of 160 miles an hour in the jump from Dayton to this city, a distance of 560 miles. He left Dayton at 7:53 central time.

He landed smoothly and his two mechanics who have been in St. Joseph for three weeks, at once went over the plane.

MITCHELL FIELD, N. Y., July 19
(By The Associated Press).—Lieutenant Russell L. Maughan took off here at 4:05 o'clock this morning eastern standard time, on the first leg of his second attempt to fly from coast to coast between dawn and dusk. He pointed his plane toward Dayton, O., where he intends to make his first stop.

The plane left the ground 8 minutes and 4 seconds later than the take-off made by Lieutenant Maughan on his previous dawn to dusk flight.

Lieutenant Bertram J. Sherry, weather expert from Washington, declared the flying conditions, saying the light winds would be to the aviator's advantage. At the 3,000 foot level, he said, there was a ten-mile-an-hour easterly wind while at 6,000 feet a northeast wind was blowing at eight miles an hour. There was a slight fog over the field but Maughan had no difficulty in making his getaway.

Lieut. Sherry said he also would encounter a light fog over the Alleghenies in Pennsylvania.

The flyer had little more than four hours sleep, having retired at 11:30 last night and arising at 3:45, daylight saving time. He breakfasted on ham and egg sandwiches and coffee.

Flying Further South
MASSACHUSETTS, July 19.—Lieutenant Russell L. Maughan left New York at 4:05 eastern standard time, passed over this city at 3:00 and is now flying south of the city, he passed over when the estimated his first flight several weeks ago.

P. A. Hardware for Jantzen Swimming Suits.

Wrecked Central Railroad Cars Piled Up At Carteret Plant

START INVESTIGATION

CARTERET, July 19.—Thomas McCarthy, fifty-three years old, of Linden avenue, Elizabeth, an engineer of the Central Railroad of New Jersey, was instantly killed at the siding leading into the Williams & Clark fertilizer plant here at 10:10 o'clock this morning when his engine and eight freight cars left the rails, turned over and piled one on top of the other. Four other men, in the crew of the train, jumped and escaped injury.

The engine with the eight heavily loaded cars of ore, coke and machinery, had just left the main line which runs into Carteret and taken the switch into the Williams & Clark plant. Without any warning it veered, the engine began to sway and then left the rails turning over as the wheels struck the ground. The cars then jumped the track and turning over began to pile one after the other on top of the overturned engine.

McCarthy's body was removed to Burn's morgue.

As soon as the accident occurred the local fire department went to the scene also many policemen. The firemen succeeded in putting out the fire under the boiler of the wrecked engine.

The men who saved themselves by jumping were: William Kenny, the fireman of 33 West 18th street, Bayonne; Edward Harney, brakeman of Dunellen; John Maughan, engineer of Bayonne; O. L. Van Dura, brakeman, Plainfield.

Officials who came to the scene of the wreck within a short time after it occurred would not say what caused it, until after an investigation had been held. A wrecking crew arrived at the scene within twenty minutes after it occurred and began clearing away the wreckage. The damage to equipment and freight was estimated at \$75,000.

Two engines were being used to move the heavily loaded cars. One of these was pulling in the front, the train and the other pushing. The second engine was in charge of engineer Walter Dietzel and conductor George Barnes. The fact that the engine was pushing the cars accounts for their piling up on top of each other.

GERMAN MOVE SEEN BY PARIS

Berlin in Move to Cease Passive Resistance in Ruhr—British Cabinet Meets

PARIS, July 19.—(By The Associated Press).—The German Government, through its embassy in London, is striving to have the forthcoming British note on reparations conveyed to the French Government Germany's willingness to cease passive resistance in the Ruhr, subject to certain concessions on the part of France. This information has reached the French Government, but is regarded as untrustworthy and unofficial authority.

These concessions appear to include:

First, withdrawal of the Franco-Belgian troops of occupation with the exception of a mere skeleton military force, which would in the diplomatic sense be "invisible."

Second, permission for the German officials and functionaries expelled from the Ruhr to return to their posts, restoring the local administration of all civil services as it existed before Jan. 11, when the occupation took place.

Third, that the French Government agree to restore the currency it confiscated.

These conditions, it is declared here, would be unacceptable to the French Government, because they are unaccompanied by any definite assurances or guarantees that reparations payments would be forthcoming.

Just as it is explained, the French Government feels that between France, which is enforcing the peace treaty, and Germany, which is refusing to execute it, it would be impossible to impose conditions instead of yielding to the French demands.

To Make Protests
BERLIN, July 19.—(By The Associated Press).—German representatives in London, Rome, Washington and at the Vatican have been instructed to make representations against prolongation of the traffic blockade between the occupied and unoccupied territories of Germany, according to a semi-official statement.

British Cabinet Acts
LONDON, July 19.—(By The Associated Press).—The British Cabinet held a protracted session this morning at which the proposed reparations documents formed the main topic of discussion. Up to the early afternoon it was still uncertain as to whether the documents, the draft reply to Germany and the accompanying note—would be forwarded to the other governments, including the United States, tonight.

It is recognized that these state papers may mark a turning point in Great Britain's relations to her neighbors. Therefore infinite care is being bestowed on their preparation by Lord Curzon, the foreign secretary, and his associates.

Stolen Auto Found
NEW BRUNSWICK, July 19.—An automobile owned by Harry Whitfield of Metuchen, was reported stolen last night to the various police stations in this vicinity. It was later found by the New Brunswick police on Drift street, about one mile from the spot where it had disappeared.

Your next grocery order should include Blue Ribbon Butter. It's purty, flavorful and quality guaranteed. Order a carton at your grocer's today.

Buy a Chevrolet and go and come as you please. Jefferson Motors, Inc.

Gabriel Sautters for all cars, stop the rebound. Garretson's New Building, 221 Market Street. 26294-7-19-23

100 Ways To Make Money
By BILLY WINNER

If I Wanted a Vacation—
THE kind of vacation I'd like to take would start most any time and last two or three months.

Sound's good, doesn't it? But I know how I could take such a vacation, and make money at the same time. Many people with summer homes up in the woods are looking for men to drive their cars, run their motor boats, act as guides, etc.

I'd get in touch with some of these people. I'd tell them just what I could do. I'd do this with Evening News Want Ads. Most people hereabouts look in the Evening News Classified Advertising Section if they want to have something done. They would see my message.

SONS AND DAUGHTERS OF LIBERTY
All members of Liberty Council, No. 14, Sons and Daughters of Liberty are requested to meet at Odd Fellows Hall, South Street, Thursday evening, July 19 at 8 o'clock to attend the funeral services of Sister J. Patterson, Main Street, South Amboy in South Amboy at 8 o'clock.

TERESA KISHNER
COUNCILLOR

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